Public Meeting for Solicitation of Input

I-40/I-40B (Gary Boulevard) Interchange at Exit 65 Modification Study

May 24, 2016 6:00pm – 8:00pm
Frisco Center, Clinton, OK
Before we get started...

...Please turn off or mute any electronic devices, and make sure you have a Handout and Comment Form available. Please hold your questions until after the presentation has ended.
Presentation Outline

- Meeting and Project Purpose
- Existing Conditions
- Highway Traffic Volumes
- Project Constraints
- Conceptual Alternatives
- Project Timeline
- General Questions & Comments
Purpose of this Meeting

To inform the public and obtain input on the preliminary engineering study for the I-40/I-40B (Gary Boulevard) Interchange at Exit 65 and the intersection at Gary Boulevard.

Purpose of this Project

Evaluate the current functionality and operation of the I-40/I-40B (Gary Boulevard) Interchange at Exit 65 as well as the intersection at Gary Boulevard with Lexington/Oliver Avenue and present alternatives for consideration and further investigation.
History of Interchange

- Originally Constructed in the Late 1950s as a Replacement to Historic Route 66
- Exit 65 Interchange Connects I-40 to the Historic US-66 Alignment
- Second Section of I-40 Constructed in Clinton Area
- I-40 EB to N. Gary Boulevard Ramp was Added in the Late 1970s
The Need for Improvements

- **Safety**
  - Collisions
- **Geometry (1950s design standards)**
  - No Eastbound Access
  - Close proximity Between Interchanges
  - Functionally Obsolete Bridges
- **Access**
  - No Access South of I-40
  - Potential growth in future
Project Objectives

- Add Access to Eastbound I-40 from I-40/I-40B Interchange (Exit 65)
- Extending I-40B (Gary Boulevard) to Chapman Road
- Improve Safety at Intersection of Gary Boulevard with Lexington/Oliver Avenue
- Improve Geometry at I-40/I-40B Interchange (Exit 65)
Existing Conditions

- **Roadway**
  - Designed in Mid-to Late 1950s
  - 4-lane Divided, Fully Controlled Access Facility
  - Approx. 40’ Median
  - (2)-12’ Driving Lanes with Shoulders
  - 1 Partial Interchange (Exit 65 at Gary Blvd.)
  - 1 Full Interchange (Exit 65A at 10th St./Neptune Dr.)
Existing Bridge Locations

2 Bridges over I-40
- S. 28th Street
- I-40 EB to NB Gary Boulevard Access Ramp

4 I-40 Mainline Bridges
- 2 at Red Wheat Drive and Farmrail RR
- 2 at 10th Street/Neptune Drive and Grainbelt RR
Highway Traffic Volume

- **Current Traffic Volume (2015)**
  - I-40 Just of West of Exit 65 Carries Approx. 19,500 Vehicles Per Day
  - 45% Truck Traffic

- **Future Traffic Volume (2040)**
  - I-40 Just West of Exit 65 is Projected to Carry 29,250 Vehicles Per Day
  - 45% Truck Traffic

In 1959 Carried 4,300 Vehicles Per Day and Designed for an Ultimate of 8,600 Vehicles Per Day.
Gary Boulevard Traffic Volume

• Current Traffic Volume (2015)
  • At Oliver/Lexington Carries 8,545 Vehicles Per Day

• Future Traffic Volume (2040)
  • At Oliver/Lexington is Projected to Carry 14,445 Vehicles Per Day
Collision Data

I-40 & GARY BOULEVARD SEGMENT COLLISION RATES COMPARED TO STATE OF OKLAHOMA COLLISION RATES
I-40 FOR ALL URBAN 4-LANE DIVIDED ROADWAY - FULL ACCESS CONTROL
GARY BOULEVARD URBAN 4-LANE DIVIDED ROADWAY - NO ACCESS CONTROL
(Rates shown are for 100 million vehicle miles of travel on an annual basis)

<table>
<thead>
<tr>
<th></th>
<th>I-40</th>
<th>Oklahoma State Avg. Urban Four Lane Full Access Control</th>
<th>Gary Boulevard</th>
<th>Oklahoma State Avg. Urban Four Lane No Access Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Collision Rate</td>
<td>90.5</td>
<td>63.55</td>
<td>601.8</td>
<td>232.8</td>
</tr>
<tr>
<td>Total Injury Rate</td>
<td>16.2</td>
<td>11.37</td>
<td>101.7</td>
<td>28.18</td>
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<tr>
<td>Total Fatality Rate</td>
<td>2.4</td>
<td>0.63</td>
<td>4.2</td>
<td>1.38</td>
</tr>
</tbody>
</table>

- Gary Boulevard – over 10 year period 142 collisions, 58 injuries (1 fatality)
- I-40 - over 10 year period 190 collisions, 83 injuries (10 fatalities)
Constraints

Completed Study to Evaluate Existing Constraints in the Project Area, Such As:

- Public Parks and Recreational Areas
- Wildlife or Waterfowl Refuges
- Cemeteries
- Airports
- Historic Properties
- Archaeological Sites
- Potential Contamination Issues
- Federal Lands
- Indian and Tribal Lands
- Natural Resources
  - Threatened and Endangered Species
  - Wetlands
  - Critical Resource Waters
  - Impaired Waters
Constraints Results

- Protected Resources (Section 6(f) and 4(f))
  - Clinton School District Tennis Courts
    - Used Land & Water Conservation Funds (Section 6(f) protected)
    - Open to public, recreational (Section 4(f) protected)
  - Clinton High School Campus
    - Built before 1975
    - Potentially Section 4(f) protected
    - Based on criteria for historical significance
Constraints Results

- Historic Route 66 State Scenic Byway
  - Gary Blvd. and S. 10th Street
  - Evaluated in 2002 and found not eligible
  - Additional evaluation required
  - Should not hinder project development
Constraints Results

- Cultural Resources
  - No Previously Listed NRHP or Determination of Eligible Properties
  - No Archaeological Sites
  - No NRHP Eligible Bridges or Drainage Structures

*NRHP – National Register of Historic Places
Constraints Results

- Potential Contamination Issues
  - Database Search Identified 44 Sites
  - 8 Underground Storage Tank Sites
- Endangered, Threatened Species
  - Interior Least Tern
  - Piping Plover
  - Red Knot
  - Whooping Crane
- Wetland Impacts
  - Low Impact Potential
  - 2 NWI Mapped Wetlands (Ponds)
Constraints Results

• Tribal Property
  • One property
  • Cheyenne & Arapaho Tribes
  • Not located in the interchange project area
  • No impact anticipated
Impacts to the Local Driver

- Gary Boulevard Extension to Chapman Road
- Direct Access from 10th Street/Neptune Drive to I-40B (Gary Boulevard)
  - Removes the Need to Use I-40 as a Bypass
- Red Wheat Drive and Boulevard of Champions
- Reconfiguration of Gary Boulevard at Lexington/Oliver Avenue Intersection
Concepts

- Concept No. 1 – No-Build Alternative
- Concept No. 2 – Conventional Diamond Interchange
- Concept No. 3 – Diverging Diamond Interchange (DDI)
- Concept No. 4 – Single Point Urban Interchange (SPUI)
- Concept No. 5 – Modern Roundabout Interchange
- Concept No. 6 – Rotary “Oval” Interchange
These are preliminary concepts

Additional Survey, Further Study, and Public Input Will Help Determine Final Design

Several Key Areas of Design Can Be Interchangeable
Concept No. 1
“No Build”
Concept No. 1
“No Build”
Concept No. 2
Conventional Diamond Interchange
Concept No. 2
Conventional Diamond Interchange
Concept No. 3
Diverging Diamond Interchange
Concept No. 3
Diverging Diamond Interchange
Concept No. 4
Single Point Urban Interchange
Concept No. 4
Single Point Urban Interchange
Concept No. 5
Modern Roundabout Interchange
Concept No. 5
Modern Roundabout Interchange
Concept No. 6
Rotary “Oval” Interchange
Intersection

CONCEPT A
A1 – ENTERING TRAFFIC STOP CONDITION
A2 – SIGNALIZED CONDITION

CONCEPT B
YIELD CONDITION

PRELIMINARY
Business Access
Traditional Intersection
Traditional 5 Lane Intersection
Modern Roundabout Intersection
Next Steps in the Process

Another Public Meeting to Show Preferred Alignment

8 Year Construction Work Plan

2023 Right-of-Way and Utilities
General Questions & Comments

Do you have any general questions or comments about the information presented?
Submit Your Comments

• Leave your written comments with us tonight.
• Download and submit a comment form at:
  www.odot.org/publicmeetings
• Submit your written comments by mail to:
  Oklahoma Department of Transportation
  Environmental Programs Division
  200 NE 21st Street
  Oklahoma City, OK 73105
• Fax your written comments to:
  (405) 522-5193
• Email your comments to:
  Odot-environmental@odot.org

Please submit your comments by June 7, 2016